

VOLUME XVIII / ISSUE IV

July/ August 2020

The EYCLG



It's Regatta
Time

Marking Time at the EYC

Special
Club Election
Issue

Part 2 of Gib and Suzy Koessel's
Dream Voyage Log

Looking back at what I wrote in Part 1 of this epilog, I realized that I failed to mention that, without the help of several friends, we would have been hard-

pressed to leave on Labor Day. Many thanks to brother, Rick, Bob Walker and Ken Claunch who worked their tails off on several projects for us. Gary Rummy and Bob Allshouse were also there to help when needed. Several others had helpful thoughts but our own Andy Hornsack was full of mental ideas and kind enough to help us with some of them done.

When we arrived in Cape May, NJ, it was raining and it rained most of the night. It was then that I discovered a few leaks in the portholes that I had forgotten about, or maybe never knew how bad they really were. We also found a couple I never knew existed. We had in our all the pots and pans and the waste bucket and then decided this was a major item that had to be attended to, and soon.

The Blackfins, by

allows you to cut through it without going back into it.

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Thank You for standing by us through these tough times...

During these uncertain times the Erie Yacht Club and the publishers of their LOG magazine would like to send out a heartfelt thank you to all the advertisers in the LOG magazine both past and present. It is through your advertising that we are able to put together this informative magazine and bring it to the members and guests of the EYC.

Without your generous LOG advertisers none of this would be possible. Even as they deal with the difficulties placed upon their own businesses they continue to support the Club and this LOG magazine. Therefore we strongly urge you to support them in return. Whether you are looking to repair your car, doing some home improvements, or looking for a caretaker for an elderly relative, please consider all the LOG advertisers first when making your choices. Just as they have considered the EYC members when deciding to support the continuing publication of the Club's LOG through their advertising.

On the Beach, at Presque Isle State Park, Erie, Pa.

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From the Bridge

by Rear Commodore Dave Sanner

This is the 125th year of boating for the Erie Yacht Club and it opens under some new circumstances due to the Covid-19 virus. As we learn to deal with the guidelines and restrictions we are still able to enjoy most everything our Club has to offer.

We are still dealing with high water levels and have made considerable progress in shoring up the basin walls to cut down on the erosion and the debris washing over the roads. Please use caution while on the docks.

Our traditional opening day ceremony, usually held on Memorial Day, has been moved to July 4th so that members can attend the event. The Thursday Night Happy Hours are happening with precautions being observed.



The first happy hour was well attended and the proceeds from the food and beverage showed that everyone was more than ready to celebrate with sales topping last year's total for that same day.

In celebration of the Club's 125th anniversary, a special Venetian Night is planned for August 1st. The evening will be topped off with a grand fireworks display. It's a night you won't want to miss.

We're looking forward to a great summer and a safe boating season.

Directory

Club House	453-4931	Club House Fax	453-6182
Fuel Dock/Guard House.....	456-9914	Canoe House	453-6368
EYC Web: www.erieyachtclub.org		E-mail: eyc1895@erieyachtclub.org	

EYC Catering: Elizabeth Dougan 453-4931 or catering@erieyachtclub.org

Mailing address: P.O. Box 648 • Erie, PA 16512

LOG Photographer Volunteers: Tom & Cindy Madura

Created, Designed and Published by Ashby Creative, Inc.
2741 West Eighth Street, Suite 6, Erie, PA. 16505 (814) 455-2757

On the Cover...

Through time the EYC has had a number of different ways of keeping its members up to date. While it's name and printing quality have changed over the years, it's goal to keep EYC members in the know has not.



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Thomas Schuyler IV



Scan to learn about the Erie Yacht Club

Marking Time at the EYC

"THE EARLY YEARS"

It wasn't long after the Erie Yacht Club was founded in 1895 that the members discovered the need for a printed publication that would inform the Club's members of all the "goings-on" at the Club.

Before the internet, and television, print was essentially the only form of communication as evidenced by the city of Erie having no less than three or more different newspapers at any given time in this era.

Now, thanks to our General Manager Micheal Lynch, the Erie Yacht Club publications have been discovered and archived.

The following excerpts are from these publications. As you read through them you will find that the safe and courteous boating principals established from the very beginning laid the foundation for what the Club has become today. One of the finest Yacht Clubs on the Great Lakes.

As you read through these early issues, bear in mind that these were published over 100 years ago. When construction and technology was primitive at best, compared to today's standards. It was also a priority at this early stage of the Club's growth to recruit new members, as new members meant more dues,

more growth and finer facilities. These early members were hoping to have a new clubhouse built by the battle of Lake Erie's Centennial Celebration!

The differences between yesteryear's Club newsletter and the magazine that you are holding now are easy to decipher. Most of these differences can be credited to the passing of time, the very different phrasing and vocabulary of the day and the development of printing technology, but it is the similarities between the publications over the 100 years that is surprising.

The first thing that jumps out to me in this regard is the request of support for the advertisers and supporting them.


Along with the ongoing search for contributors to write articles, it was a high priority 100 years ago, to find advertisers. It was the first thing mentioned in the very first issue. This message remains true today. (See inside front cover of this issue.)

The other similarities is in the nature of the stories themselves. These early issues were filled with various stories of adventure and were well written and often humorous. A credit to the writers of both these past issues and our current LOG contributors.

Finally, both the current and early publications had ongoing selections of eloquent poetry, famous quotations (see Dan Dundon's "Whats the Good Word") and Club calendars to keep the members informed of upcoming events.

The very first issues were simply called "The Pilot" re-interpreted here in its entirety, followed by pieces of other period issues. The name was later changed to "The Flashlight" in December of 1911 as to not be confused with the Detroit Yacht Club's newsletter with the same name. "Flashlight" also paid tribute to the lighthouse on Presque Isle.

Get an
Indian Motorcycle



THE BEST ON LAND

HERCULES MAGNETOS
SPARK COILS
BATTERIES, ETC.

LEJEAL CYCLE WORKS

"The Pilot"

Issue No.1 - Vol. No.1

"Patronize Our Advertisers"

The above quoted slogan, which is to be found at the foot of this and every other page in "The Pilot" is a text about which might be written a much longer sermon than can be crowded into the space awarded the writer.

It means reciprocity - nothing less, nothing more. "The Pilot" first of all advertises the "Erie Yacht Club." giving it's subscribers news of what the Club has done, is doing and proposes to do. Without the aid of our advertising columns this publication could not exist. Therefore, when you need new blocks, new lines, new lamps, new batteries, new dry cells, new spark plugs, new insurance, a new yachting uniform, a new motor or a new boat, you will help the Erie Yacht club, it's mouthpiece "The Pilot," and incidentally yourself, if you will patronize our advertisers.



The dominion Day cruise of the Erie Yacht Club to Port Dover was the most successful event of the kind which the Club has ever conducted.

The run across the lake was in the nature of the annual race for the Annette cup on the part of the sailing yachts and was a handicap race for the first and second prizes by the power boats.

The sailing yachts got away at 9:30 o'clock Friday morning, June 30th, and, owing to very light head winds which prevailed all that day and evening, did not reach Port Dover until long after midnight, the first boat to report and consequent holder of the Annette cup for the ensuing year being the Marvel, Captain Neitheimer.

In the handicap power boat race the handicaps were figured out as closely as possible, being based on the past records of the various

July 15—Ladies' Day,	E. A. Davis, Chairman
July 24—Waldameer Party,	A. G. Gibson, Chairman
Aug. 5—Club Cruise to Port Dover,	W. L. Morrison, Chairman
Aug. 23—Club Picnic,	Merwin Frank, Chairman
Sept. 9—Perry Day Celebration,	W. S. Foster, Chairman
Oct. 12—Banquet,	W. H. F. Nick, Chairman
—Club Walk,	Jas. Finucane, Chairman

Club calendar for the summer of 1913

yachts, and they were started at intervals from 7 o'clock, when the Una, Vamac and Jaydee crossed the line in the order named, to 9:30 o'clock when the scratch boat, Green Dragon was started.

The three boats above named as starting first also passed the Port Dover light first, led by the Jaydee at 12:54 A.M. Vamac 12:55 A.M. and Una a few minutes later.

Our Canadian cousins left nothing undone for the entertainment of their guests, while the yachts of the Erie Yacht Club reciprocated by carrying large parties of Canadians into the lake for complimentary boat rides, and never in the history of Port Dover did that port present so gala an appearance as it did on this occasion.

The Pilot



The Pilot is launched this month in the interest of the Erie Yacht Club and will be published every month hereafter. It will aim to give the Club members all the local yachting news, and will contain the regular monthly meeting notice, and will keep the Club members informed as to all the forthcoming events. It will be fearless, but just in it's criticism, and invites all the Club mem-

bers to contribute to its pages. It is hoped that all of the members will lend their aid to the successful issue of this publication, and it is furthermore asked that all the advertisers in this monthly Club organ be favored with the patronage of all of our members, as by helping them you make this publication possible.

In conclusion, we command that you take off the stops from the mainsail, man the halyards and hoist away, then up with the anchor and hoist the jib, and set out on a cruise which promises to be a long and happy one; with a full crew aboard.

July meeting notice



The July Meeting of the Club will be held at the Club House on the 12th at 8 P. M. if you did not attend the June meeting you missed some good things, and if you are not sorry you ought to be.

The Directors elected a bunch of new members in June and will meet on the 12th to do it some more. Did you get any of them? We are growing all right.

G. R. Oberholzer. -Secy.

(Continued on next page)

PATRONIZE OUR ADVERTISERS

Marking Time

(continued from previous page)

Recent Accessions

The E.Y.C. has had added to its fleet this summer a number of new yachts, mostly of the motor persuasion. We were about to say the motor gender!

Chief among these recent accessions is Commodore W. L. Morrison's "Miriam" Capt. Snyder's "Triton", Capt. J. D. Cummin's "Jaydee." of Conneaut, while Capt. Lawrence Nagle's new 37 ft. cruiser is in the process of construction at Racine, Wis.

It is thought that the entire cruising fleet will be in line for the squadron run to Port Dover on the 5th prox.

Capt. Cummins (whose Yacht "Jaydee" is mentioned elsewhere in this issue as now flying the E.Y.C. burgee - has had quite a cruising experience, having gone as far west as Chicago and as far east as New York (four times to the later port) in his staunch little craft. We will be disappointed if we cannot induce him to contribute some of these experiences to these columns later on.

George Hamberger is responsible for this: Capt. Gunnison's Yacht "Psyche" was moored at the Public Dock when an unnamed individual came sauntering idly along. His attention was arrested by the name of the craft when he was heard to soliloquize: 'P-s-y-c-h-e, that's a ----- of a way to spell fish!"

For a New Club House

At the June meeting of the Erie Yacht Club, our Commodore expresses himself as being greatly pleased and encouraged over the energy and enthusiasm which the members have manifested since the opening of the present yachting season.

He ventured his belief that it is time to begin thinking of a new club house, and it occurs to the writer that, that thought furnishes the germ of the slogan which "The Pilot" might well adopt: "Here's to a New Club Building in..." (shall we say 1913?)

That would be the most auspicious time to open up a new club in connection with the Centennial celebration of Perry's Victory which is planned to start from and at this port, and "The Pilot" may be depended upon to have more to say on that subject from time to time.

Times are Changing

Anyone who attempts to write an article for other people to read on this July 5th, 1911, is "far from well."

I will not bore you with tales of a "has been" and the delights of the romantic "wind-jammer," for times are changing as rapidly as our collars, on these bright July days. Not long ago a trip to Dover was talked about weeks beforehand, and when the time arrived for us to sail to Canada's far distant shore our sweethearts bade us farewell. The other fellow's sweetheart kissed us good-bye and we went forth on the wilds of Lake Erie with nothing but a compass, two or three million stars, one moon and four lighthouses to guide us, and our hours on the billows were many.

This is all changed, except the sweethearts and the compass. For instance, on July 4th, same year and same feverish thermometer at 2:30 P.M. my good ship (sometimes) Anona left the foot of State street.

There were on board Mrs. Bliss, Miss Bruback, Miss Bliss, Messrs. George and Phillip Lowry, Homer Knox, Hubert Brainard and myself. I did not know just where to go, so headed for Barcelona because there is an ice-house on the beach. We had a fine run there and were very cool and comfortable, though the lake was as calm as a mirror.

We made the quaint little harbor in three hours, dropped our "hook" ashore for supper. I don't know what ailed the people at the little hotel at the port! We could not get any supper and they said they didn't want us. This is so, and do not go to Barcelona unless you intend eating up-town in Westfield, or slaughtering the inmates of the aforesaid hotel. It was so warm we returned to the Anona and we ran down to Dunkirk.

We had to run slow going in there. We were so late that the dining-rooms of the hotels were not open and everyone seemed drunk, just getting drunk or endeavoring to recover.

Mr. Yachtsman and Mr. Fisherman

Listen!

You'll find the Krause Store fully prepared to meet any requirements such as Ropes, Twines, Boat Oars, Oar Locks, Etc.

The largest and best line of Fishing Tackle in the city. Quality the best, prices by far the lowest.

We cannot say too much for our M. B. C. Yacht White in semi-Gloss or enamel.

KRAUS
DEPARTMENT STORE
810-812 Parade St.

Advertising in the Erie Yacht Club's publication has helped some businesses thrive for over a century!

At last we found the "Manhattan Restaurant" and we had all the coffee, milk, sandwiches, eggs, etc., we wanted, and all good too. We went back to the Anona and we were soon headed for home. We had a fine five-hour run to Erie and just at 3 A.M., July 5th, we tied up at the foot of state street.

What I want to bring out is this, our present modern methods. We left at 2:30 P.M., arrived home at 3 A.M., just twelve and one half hours. We covered a hundred miles, and made one anchorage and launched our dinghey. Made Dunkirk and tied to a pier, and then had to get away, find our way out of Dunkirk and get home.

A few years ago such a trip, just for an afternoon and evening ride, would never have been thought of.

It is with great pleasure that I congratulate the Erie Yacht club on the fact that they have many boats that can do the same thing, and beat the time we made.

Geo. T. Bliss

The First Annual Fish Fry

The entertainment committee arranged somewhat of an innovation for the E.Y.C. in the fishing party and fish fry which was held on the 17th ult.

Capt. Carl Reichel, as Chairman of the committee, having the matter in hand bent every energy toward making the affair the success that it proved to be. The stiff northwest wind, with every indication of an early and heavy rainfall, discouraged many of the smaller boats from venturing out to the fishing grounds in the open lake, although a number of others braved the elements and joined the fleet. The sport was fairly good, and Mr. C. B. Hall registered the highest catch with thirty odd fish to his credit; Messrs. Zuern, Slocum and Reichel all crowding him for high honors.

After two hours fishing, the fleet proceeded to the picnic grounds on Misery Bay where the fish were quickly prepared and fried by Capt. Reichel in his most appetizing manner. Every member present voted the affair a huge success and a similar event will be held annually hereafter.

For Sane Yachting

It gives us pleasure to print the following resolutions passed at the June Meeting of the Erie Yacht Club.

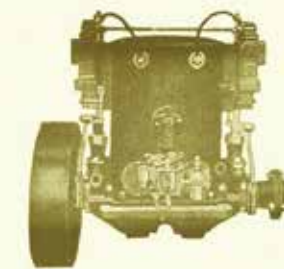
1. "Resolved that the Erie Yacht Club recognizes the usefulness of the law relative to properly equipping motor boats with lights, whistles, fog horns, bells, life preservers and fire extinguishers; that it expects all of its boat owners to comply with the regulations, and that the Club stands ready to co-operate with the authorities in enforcing the law."
2. "Resolved that all boat owners be warned against over loading their boats, or taking unnecessary risks on the water."

The law regulating the equipment of motor boats that became effective June 9, 1910, is very largely the result of the efforts of the motor

boats interests of the United States themselves. It stipulates what any experiences man recognizes as necessary precautions to be taken by boat owners to insure safety to life and property on the water, and it is to the credit of the Club that it goes on record as being willing to do what it can to avoid damage to boats and danger or tragic death for those discerning people who have their recreation on the Lake.

There are two classes who endanger themselves and the lives of their friends on the water: green

"Fulton"



20% Our regular selling price is at list, but we are now offering our Erie customers a special discount of 20 per cent.

We have bargains in Second Hand Engines of various makes.

There are four second hand Fulton Engines which are as good as new, and to which we give the same guarantee as to our new Engines.

NO COIL. NO BATTERY. SELF-SPARKER

No 842 Newark Avenue, Jersey City, N. J., January 29, 1913. Fulton Manufacturing Company, Erie, Penna.

Gentlemen:—I have one of your 5 H. P. "Fulton" Engines in my boat "Columbia," 24 ft. by 4 ft. 3 in. Engine was installed eight years ago. It has been in constant service ever since. My boat can make about 12 miles per hour with the 5 H. P. "Fulton." I would not attempt to say how many miles my boat has covered since the installation of your "Fulton" engine. I have also toed a floating boat house for a distance of 21 miles without a single stop, size of the boat house being 28 ft. x 6 ft. x 6 ft.

The engine at present time is in splendid condition. In all the eight years of good hard service, the only repair I was obliged to make was one new bearing.

I realize this is very high praise, but any of the boatmen along the Hackensack River, where my boat is well known, can vouch for the above statements.

Very respectfully,
(Signed) U. P. SINNOTT.

VISIT OUR SHOP AND SEE YOUR ENGINE IN THE MAKING.

FULTON MANUFACTURING CO.,

12th and Raspberry Streets, ERIE, PA.

(Continued on next page)

Marking Time

(continued from previous page)

horns and invertebrate fools. The land lubber knows no better and should be taught - with emphasis if necessary. The d. f. needs to be restrained, sometimes with an ax. He it is that rocks the boat; who overloads his craft with men ignorant of the water, with helpless women and innocent children; it is the loud talking individual who, to show off, takes an endless variety of fool risks on the water and actually thinks he is giving an exhibition of personal bravery! It is the chap who runs without lights and even brags about it! It would not matter so much if he alone were to become the victim of his stupid recklessness, but all too often others, entrusting their lives to these criminally reckless chumps are the innocent victims, and once again aching hearts read the staring head lines "Another Drowning Accident."

The competent yachtsman - the man who has spent years on the water, and has weathered many a storm is the modest gentleman who rarely talks about himself. His boat is seaworthy always, and he is not ashamed to take every precaution against accident. He will never be found taking unnecessary risks, and will not permit those with him to do so. He is the man who is first in obeying the law made for his and others protection. Yet when danger threatens, without a thought for his own life, he will do the right thing at the right time, while the reckless bragadocio flounders about in helpless panic.

Get two copies of the law from the care taker, if you do not now have them, and if you do not see the sense in properly equipping your boat the federal authorities will cause you to see a great light, and *the Erie Yacht Club will help them do it.*

"The Pilot" was a monthly which carried a tidy 50 cents per year subscription cost to Club members. The second issue introduced a list of club officers and directors like the current "LOG"

Erie Yacht Club Foot of Myrtle Street

W.S. Foster - Commodore
W.W. Ester - Vice Commodore
Oscar H. Nick - Rear Commodore
Fred Yates - Fleet Captain
G.R. Oberholzer - Secretary
Rea R. Whitley - Treasurer

W.H.F. Nick - Managing Editor
Frank Perrin - Advertising Manager

Directors : A.G. Gibson -
I.D. McQuition - Carl Reichel
W.L. Morrison - J.J. Hogan
G.R. Oberholzer

Regatta Committee: A. Gunnison
-Ray Eichenlaub - Fred Yates

Club Meeting

The date for the August meeting of the Club is Wednesday, the 9th. The Commodore will call it to order at 8 p.m. There is something doing at these meetings always, but at this one members are wanted especially to vote on some changes in the constitution and to register their say on other matters. It is expected that all true and loyal members will ever boost the Club outside, but if there is a kick, for goodness sake be man enough to get on your two feet and deliver it at the club meeting, where the matter can be attended to.

By the way, do you notice that we are still growing some?

- G. R. Oberholzer, Secy.

The Public Steamboat Landing

It is needless for "The Pilot" to remark that the citizens of Erie are proud of our new steamboat landing, a duplicate of which is not to be found on the entire chain of Inland Seas. And not only are we proud of it, but visitors to our harbor are loud in their expressions of delight with this splendid piece of marine architecture.

In an account of an extended fresh water cruise recently published in "Power Boating". the author could not seem to find words to adequately express his admiration for the pier as well as for the enterprise which prompted the city to plan and build such a structure; he evidently having been unaware of the fact that the pier was a gift to the city from the State of Pennsylvania.

And having such a magnificent gate-way as this landing furnishes to visitors by water to our beloved City. "The Pilot" wishes to raise its voice in protest at the continued use of the west half thereof for the unloading and piling of lumber, thus depriving the boating public of the use of that portion of the pier.

This pier is to our minds closely related to the park system of the City, and should no more be used for the piling of lumber and similar heavy freight than the very parks themselves.

Imagine, if you please, the recreation piers of Atlantic City or any other seaboard city, being put to such use! Why then continue to use ours for such purpose. If the "Pilot" is correctly informed, the City owns sufficient frontage across the entire length of the old wooden public dock to accommodate our lumber dealers and we respectfully urge our authorities to see to it that, that portion of the premises be hereafter used for that purpose.

"What we say it is, it is."

**Repairing
and Engraving**

A Specialty

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Stick Pins, Clasp Pins and Hat
Pins always in stock or
made to order

B. F. SIEGER,
The Only Jeweler on the Pike.
Cor. Turnpike and 14th Sts.

A day or two after the July "Pilot" was issued a gentleman called upon one of the officers of the Erie Yacht Club to arrange for submitting a bid for the construction of the proposed new club house. Not yet, but (we hope) soon!

Fishin'
Yes, sir, that's me,
I'd rather go
An' fish all day
Than see a show,
I'd rather hear
My line go "spat",
Than wear a crown
Fur my ol' hat.

I'd rather eat
Fish e'vry day,
Than pizened food
The foreign way,
I'd rather hev
A pick'el sweet,
An' not a bomb
Fall at my feet.

I'd rather hold
My rod an' reel
Than turn an' twist
An auto wheel
I'd rather fish
All day, by gum,
Than rule a throne
That's fishin' some!

- Anon, -

The unknown writer of the above would enjoy hearing from Capt. Reichel of the "Una" or from Capt. Cummins of the "Jay Dee" of the remarkable luck experienced by their guests over at Long Point during the week of July 17th.

Capt. Cummins' experience was particularly interesting to us for the reason that his party's success was won exclusively by casting with artificial bait. A single cast with a line rigged with two baits was frequently rewarded by the capture of two large bass.

"That's fishing some."

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SIMPLE, HANDY, CLEAN,
HEALTHFUL, INEXPENSIVE.

Syphon Bottle, \$3.50. 1 doz. Carbonets, 85c.

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DEPENDABLE STORE FOR PURITY AND QUALITY. AT
POPULAR PRICES.

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1020 State Street, Erie, Penna.

The Annual Picnic

Members of the Erie Yacht Club are looking forward to the annual picnic which is to be held on Saturday afternoon, August 26th. The affair is in charge of Captains J. Mervin Frank and Fred Yates.

Members are requested to report at the anchorage at 2:30 sharp, where transportation will be furnished to all.

The committee has planned a number of aquatic stunts as well as a base ball game. Sides are to be chosen between our treasurer, who will represent both the power boat interests and the married men, and our secretary, representing the wind-jammers and the men who ought to be married but are not. It is not known whether these gentlemen we be player-managers or will manage their respective teams from a nearby tree.

Ex-Commodore Bliss will be expected to umpire the contest, providing he can be persuaded to refrain from playing himself.

Then will follow the regulation pic-

nic repast, and when it is all over you will never regret the 25 or 30c tax which will be levied upon you.

The Erie Yacht Club

A few days ago the writer was asked how the club got along so well and were so free from internal quarrels?

That opens up quite a subject, but really the answer is quite easy for every member sees the justice of doing that which will do good for the greatest number; in other words, we respect the majority in our club elections or balloting on any question.

When we first organized we had a very hard time becoming crystalized, for, as you remember, we had a membership of many who had never known each other before and each had original views.

To sift matters down and find the real enthusiasts, a meeting was called to act on numerous important questions, and no one was to be allowed to speak or vote who had not paid a required fee.

That meeting was not well attend

(Continued on next page)

Marking Time

(continued from previous page)

ed, but it was a good start, and from that time on, we progressed and the majority always ruled. Of course there were kickers, but an honest, intelligent kicker is one of the best assets a club can have, and kickers have done a great deal for our club. The kicker I have in mind is a member who attends meetings, takes the floor and gets what he has to say "out of his system" and endeavors to throw the vote his way.

If he succeeds his ideas were right, but if he does not his ideas are voted down. How will he take it? It is now the test as to whether he is a conscientious kicker or not, and I want to say right here, that most of us have been conscientious kickers. We have always bowed to the power of the majority, and that is one great reason why the Erie Yacht Club is what it is today.

One very dangerous type of member that all organizations have is the one who attends meetings and never appears on the floor, nor takes part in disputes, but on his way home criticizes all methods, casts slurs on the officers, and does all he can to foment distrust and hatch personal dislikes.

During my administration we had many of these, particularly when we located at Tracy Point, but that was due to a membership of four hundred and twenty-five, that embraced every shade of society, religion and nationality, so it was no wonder. We have been through a great many experiences since our birth, and now we are settled down to legitimate yacht club work and will continue to grow. We must all take an active part in discussions at meetings and no member should hesitate at taking the floor.

Whatever ideas you have to advance, do so, for there may be others with similar ideas and some improvements on yours, so you will by talking work some benefit to the club; but above all, remember the safety of the U.S. Government, of our States, counties, towns, cities and all organizations depends on the will of the majority, and it has been prov-

en in the past, the present, and will be in the future, that the Erie Yacht Club is no exception.

George T. Bliss

A Sad Week

The year had gloomily begun
For Willie Weeks, a poor man's
SUN.

He was beset with bill and dun,
and he had very little
MON.

I've nothing here but ones and
TUES.

A bright thought struck him and
he said:

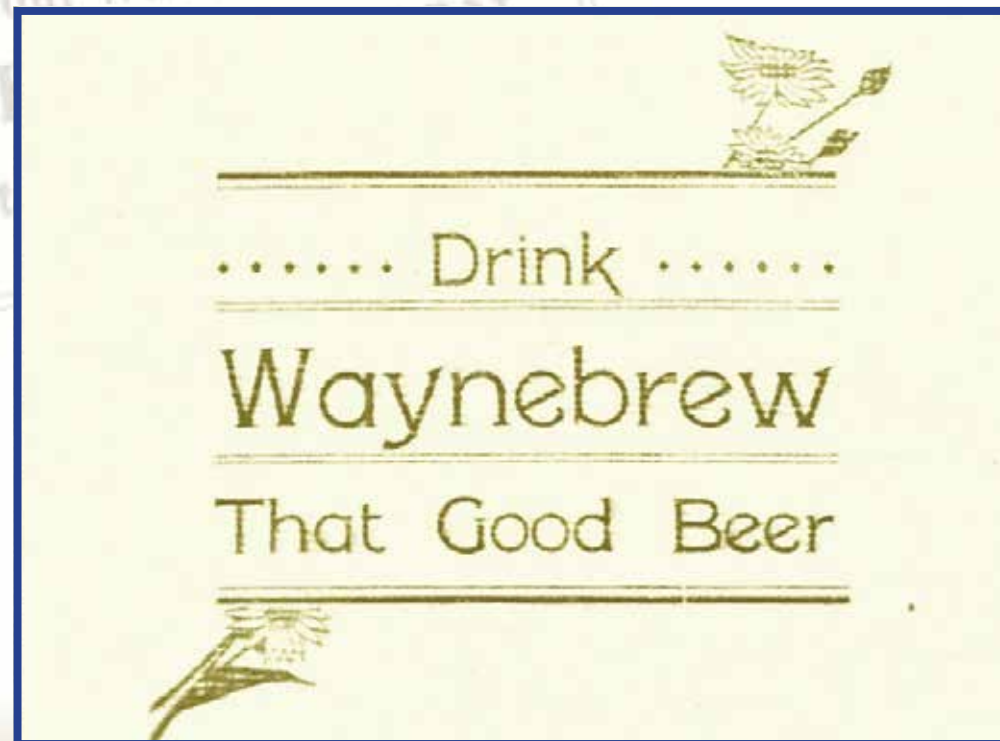
"The rich Miss Goldbricks I will
WED."

But when he paid his court to her
She lisped, but firmly said: No,
THUR.

"Alas!" he cried, "then I must die!
I'm done! I'll drown-I'll burn-I'll
FRI.

They found his gloves, his coat, his
hat-
The coroner upon them
SAT.

Marketing Genius!



For better Bass fishing

To Readers of the "Flash Light"

To the followers of Isaac Walton, Presque Isle Bay does not offer the attractions that it did a few years ago. The reason for this can be traced directly to the City of Erie emptying its entire sewage into the Bay, also certain manufacturers, cast of the city, emptying hundreds of thousands of gallons of poisonous liquids per day into the adjacent waters of Lake Erie.

Our gamest fish and the one which furnishes the most sport locally, with hook and line, is the Black Bass, which requires the purest of water in order to thrive. He cannot be termed a deep water fish, but loves to travel along the shores of the Lake, frequenting rocky ledges, etc.

Now in traveling west along the shore of the Lake, the bass encounter the poisonous water pouring out from the Hamermill Paper Mill, and are either turned back, or if they venture farther out in order to get past, are caught in the large number of pound nets here stationed, and it is known that very few if any, are returned to the waters of the Lake as

the law requires. This certainly is not giving the citizens of Erie a square deal. Our Bay is a natural breeding place for bass, but unfortunately, it has but one entrance by which the supply can be replenished, and that at the east end. While it is true, more bass were caught in the Bay during the past fall than for several years previous, this has been accounted for by the pond nets east of the harbor entrance being blown out last June and not replaced.

In former years, Erie was noted for the fine sport furnished with hook and line in Presque Isle Bay; people coming from Pittsburgh and other inland cities for miles around to spend their vacations and enjoy the excellent fishing our Bay afforded. These people spent considerable money in Erie, and if this was the only incentive, think it a good business proposition on the part of our Civic Organizations to use their influence in bettering local conditions. Many of our business men, cooped up in stuffy offices during the hot weather, would only be too glad to enjoy a few hours fishing in the cool waters of the Bay if they could have some assurance of there being fish to catch.

Yours for Fair Play,

-Hook and Line

To Perry

Doff your hats,
And bend your knees,
Comrades of Erie,
The old Lake is made
Sacred to-day in history,
Written in every breeze
Of our great Perry

Learn the lesson of the
Story it tells of courage,
Bravery fearlessness as well,
And turn your hearts
To things above,
Letting our lives shine
For those we love

C.M.



The first reincarnation of the Niagara being towed by tugboat out of harbor on route to the various celebrations of Perry's victory throughout Lake Erie.

Some Perry Centennial Notes

The writer, having the opportunity of visiting three of the larger lake ports during their Perry Centennial Celebrations, observed the following incidents in connection with the event.

The Inner-Lake Regatta, held at Put-in-Bay, was perhaps the most pretentious, if not the most interesting of the water events during the entire celebration as witnessed. A large number of water craft from different points on the Great Lakes were on hand for participation in the Regatta. Most prominent among the sail boats were the one design of the smaller type and the cruiser class, although the larger type of racing sail boat proved to be the most spectacular. The presence of many power boats, some of which came as far as the coast, traversing the lower lakes to join the celebration, made the snug little harbor alive with enthusiastic demonstration. The races for both power and sail boats were of great interest and worth to the yachting world.

The Niagara, accompanied by some of the naval militia boats were on hand and helped materially in adding interest and reverence to the occasion.

The next place visited was Toledo. This city held its celebration im-

mediately following the Inter-Lake Regatta at Put-in-Bay. Toledo on account of its facilities for power boat races, succeeded in having the hydroplane races held at that place - the Maumee River affording a splendid course for this type of boat. An adequate number of hydroplanes were on hand to make it interesting racing, and some remarkable races were held. The grand free-for-all following the different heats at the close of the races was perhaps the most exciting to the spectator. Toledo had the honor of having more of a naval parade than had been witnessed at any other port. The naval parade consisted of different yachts from Toledo and elsewhere, who accompanied the Niagara up the Maumee River on her arrival into port. Many naval militia boats were also in line, and the whole went to make up a brilliant sight as the line moved gradually up the River from the Lake. The boats were all dress ship.

To Buffalo belongs the hair raising bang and go-back good time. The Celebration at this port was ushered in by the arrival of the Niagara, with her complement of naval militia boats. The shrieking of whistles and firing of guns was nigh enough to arouse the enthusiasm of the most skeptical. The Niagara came into

(Continued on next page)

Marking Time

(continued from previous page)

the Yacht Club basin with such a reception from the Bison City that the good old ship settled snugly in the mud and contented herself with being the chief source on interest during the celebration, as she well deserved to be. Many thousands of people visited the ship and at the same time witnessed many exciting water events held in the harbor.

Chief among them, besides the boat races, being the air navigation of several daring aviators. One of these aeroplanes was especially attractive, inasmuch as a young lady was unceremoniously dropped from it while going through the air. This performance was repeated on several occasions, and afforded keen excitement to the onlookers. The young lady apparently experienced no ill effects from her perilous drop. A parachute provided an easy alightment. Some of the air craft were provided with the necessary apparatus to make it sea worthy as well, and some very good exhibitions of the hydroaeroplane racing was witnessed.

Further down the Niagara River at some of the other boat clubs, many speed boat contests were held and some very good swimming events took place which made the water events exceedingly interesting.

The fireworks display on the Niagara River were also worthy of note as the feature of holding the display on the water was unique and made a wonderful effect. The river being full of water crafts from a tiny canoe to the larger passenger steamers.

Altogether the naval or water events during the Celebration along the lake ports were all that could be expected and everyone seemed to join in the spirit of the occasion celebrating the hundred years of peace.



The Erie Yacht Club's contribution to the Perry Centennial Parade in 1913 was this "Boat Float". Photo courtesy of the Erie County Historical Society.

If you would like to learn more about the early years of the Erie Yacht Clubs early years be sure and visit the Clubs website and click on "The LOG" link to view these early and many, many other issues through the years.

These issues were discovered by General Manager Micheal Lynch in the Club's file room much to his surprise. They were then painstakingly scanned in and posted to the Club's website for the members to enjoy.

Let these issues be an inspiration to all the present day members who are unsure if there writing abilities are up to par. These were not professional writers, simply members with a story to tell... So please submit your stories to this LOG! Future members will appreciate your efforts as well as your fellow members today.



Disembarking from the Dandy of Erie, a shuttle which carried members to the head of the bay.

What is the difference between an auction and seasickness? One is the sail of effects, the other the effect of sail.



Like many of this summer's enjoyable events, the Erie Yacht Club Foundation's Boathouse Party has been cancelled. We'll miss the oysters, shrimp and other delicious food, the beautiful sunset, music and comraderie but that doesn't mean we still can't have some fun!

Our silent auction has been transitioned into an online auction that will be open to the entire Erie Yacht Club membership. We're hoping to make it bigger and better than before and are seeking auction items that will pique interest in participating. For example can you donate a boat ride, fishing trip, art, round of golf, or condo usage? All will be of value and appreciated!

Our thanks to John V. Schultz Furniture and Mattress/Ashley Furniture Home Store which donated a gift certificate and to Dave Penman who is donating some of his sought after "Itch Fish" paintings to the auction.

The Boathouse Party has been the Erie Yacht Club Foundation's major fundraiser with last year's proceeds of \$50,000 from sponsorships, attendance and the silent auction providing the resources to fund grants, administrative costs and growth of the endowment. The success of this year's online auction will allow us to continue our mission at the Foundation to fund community boating and educational programs. This year we extended our reach into the community and have received more grant applications than in the past. In addition to collegiate sailing at Gannon, Penn State Behrend and Mercyhurst Universities, some of the new programs to be funded are as follows:

- Maritime materials and programs at the Blasco Memorial Library
- Support to the Regional Science Consortium for the weather buoys
- Funds to the Flagship Niagara League to refurbish "Chips Ahoy"

Other programs such as a joint program between the YMCA and the Bayfront Maritime Center for "Y" youth that includes canoeing, rowing, sailing, safe boating instructions and more are on hold due to COVID-19 and will hopefully occur later in the summer.

The online auction will take place from August 17th - 23rd. If you want to participate as a sponsor or donate an item for the auction, contact Bill Lasher at lasher@psu.edu, Char Mashyna at charmashyna@gmail.com, or Jim McBrier at jmcbrco@gmail.com. Watch for more details and get ready to bid!

Submitted by

P/C Bill Lasher, Chair
Erie Yacht Club Foundation

"The Show Must Go On!"

• by Commodore Peter Lund MD •



Our Erie Yacht Club started this year with clear sailing and balmy breezes. We had our line up Christmas parties, family events, New Year's eve parties, children's activities, and many robust trivia nights just to name a few.

Then came our proverbial line squall. The winds were fierce and intense and immediately changing the wind direction...visibility was zero and our way ahead appeared uncertain. The staff and the leadership of the Erie Yacht Club geared up for this challenge. Like with our beloved Lake Erie line squalls they do pass and so will Covid 19 and we are prepared for the new winds and the new environment on the back-end of this storm. We know that "The Show Must Go On."

July 4th is our country's birthday; a day of celebration and what better day to celebrate the opening of our Club.

At 10 AM on July 4 is the 126th opening of the Erie Yacht Club commemorating our 125 years of existence. Historically, the very first opening of the Erie Yacht Club was indeed on July 4th, 1895. Our Club has endured many adverse events in the past and this pandemic is just another challenging Navigation point for our Club.

Behind this Covid line squall, the air is cold, clear and the wind is now out of the Northeast. our vision is clear... Our Erie Yacht Club is open for business just a little differently:

- The racing fleet is back on water.
- The cruising fleet is planning.
- The Reyburn sailing program is functioning.
- Dinning at our clubhouse is here.
- Our boats are in the water thanks to our nonstop grounds crew.
- The new rental fleet is up and running.

Our social events will be returning, just keep track of our calendar. If I could sum up our Erie Yacht Club and its membership in one word it would be resilience. There are many people to thank for helping our Club to be safe and successful during this Covid crisis.

Our staff has been excellent in adjusting to change, the Board has been continuously involved, our committees (Safety, Finance, Reyburn Sailing, Foundation, Racing, Cruising, and Bridge Committees) have stepped up to help. I especially offer a washed and sterilized hand of gratitude to my Bridge and the immediate Past Commodore for all their assistance and guidance.

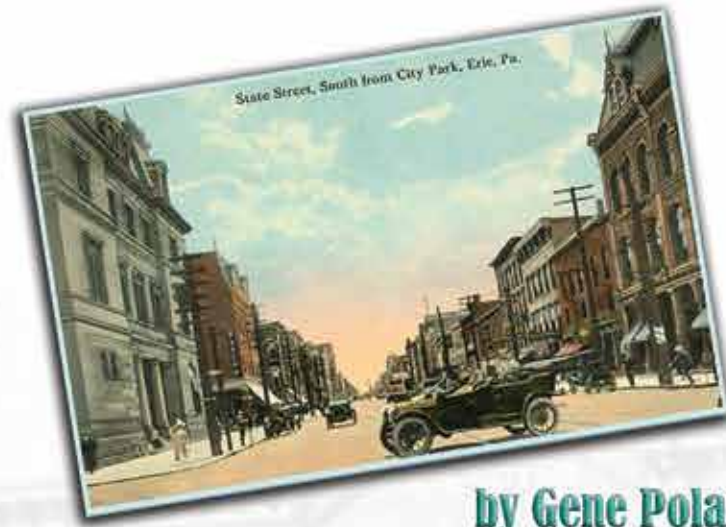
Five years from now Covid will be just another historic event, a line squall that old salts will brag about at the bar and our Club will still be healthy and active.

Please come down to the Club and enjoy opening day. Amy and I would like to see all of you 10am July 4th

Happy boating,
Peter Lund MD Commodore



Touring Erie?



by Gene Polaski

Many of us travel to various destinations throughout the world to see the marvelous sights and wonders of the world. Confinement due to the Corona Virus however doesn't have to stop us from taking the family for a ride around Erie on a tour to see some of little known sites that are attention getters. Some are nautical and some are not.



"Fruits of Labor".

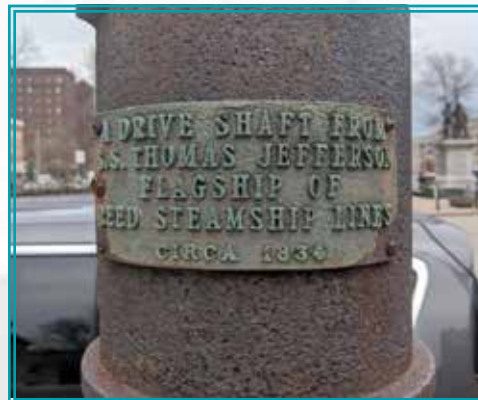
Fruits of Labor is an artistic steel rendering representing the movement of labor from agriculture to industrialization. It is located at the southeast corner of Holland and East 13th street. There is a kiosk on-site explaining the background, the artists, and the contributors to the construction of this large display. Be sure to stop and read the information.



Tree Carving.

I am not sure how I even discovered the next one. It is a tree carving in someone's yard located at the corner of Magnolia Street and East 41st. Magnolia Street is about one block east of Mercyhurst Prep School on East Grandview. I don't know the history but I have been tempted to stop and knock on the door for information. With the Corona virus situation, it's probably not a good idea right now.

Now for a nautical site. You probably have driven past it for years and never seen it! At the northwest corner of Peach and West 6th Street, across the street from Gannon University's old main building is an old rusty "tube" sticking upright out of the concrete sidewalk.

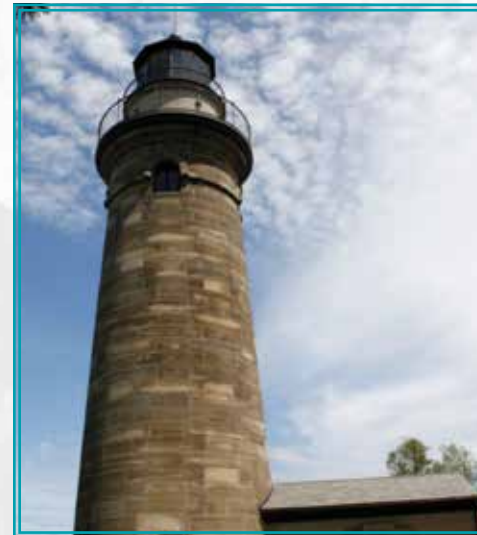


Driveshaft from the SS Thomas Jefferson.

This pole is actually the drive shaft from a 174 foot ship built in Erie called the SS Thomas Jefferson circa 1834. It was built for CM Reed a well known local historical figure from that era. On the shaft facing the sidewalk is a plaque as shown in the photo.



Continuing on, if you haven't been to the Land Lighthouse on Erie's east lakeside, it is worthwhile to see. (Photo 5). While not open to go inside except on special occasions, it is of historical interest because it was the first United States Great Lakes lighthouse built. (1818). The history of the lighthouse can be found on site. The present lighthouse (non active) is actually the third one at this site, the first two having unstable foundations and did a bit of "leaning". It is located on Lighthouse Street which can be reached from East 6th street (East Lake Road) a few blocks east of East Avenue. Watch for the direction signs along the edge of the road. It's a great view of the lake from the site.



Erie's east lakeside land lighthouse.



Vintage Spanish American War era bronze cannons.

Another great view of the lake and the channel entrance, can be had from Lakeview Cemetery, a short distance east of Lighthouse Street. As you drive up to the cliff edge, you will pass 4 cannons. These bronze cannons, facing the cardinal compass points, were of Spanish origin and used by the enemy in the Philippines during the Spanish American War. Each cannon has a plate with its name and date. Take the time to check each cannon and give out candy to your kids as a reward if they get the names! Also, discover whose grave the cannons guard! Some interesting gravestones there too.

I just saw a mural recently for the first time at the southwest corner of East 18th and Parade Street. This huge painting is on the wall of a brick building (Rog's Crane) was sponsored by the Neighborhood Network in conjunction with the sisters of St. Joseph. The painting, done by a contracted painter from Spain, depicts the diverse community of Erie. Each person on the mural is from Erie. The mural is huge but only took a week for its completion with the painter using a photo on his cell phone of the participants.



Erie's diversity mural at East 18th and Parade Street.

There are also a variety of what I call legitimate graffiti paintings throughout Erie so as you are touring, keep your eyes open. And don't forget to stop at the many historical markers along the streets.

So instead of visiting Ireland or Machu Picchu this summer, consider a tour in your own backyard with a lunch break at the EYC Club...

The price is right!



Venetian Night & 125th Anniversary Celebration

by Dianne Cunningham & Karen Carns

Your EYC Cruising Fleet is busy planning the Third Annual Venetian Night, which will be held on August 1, 2020. At the date of this article, it is still on!

The revitalization of the Venetian Night lighted boat decorating and parade soiree has proven to be one of the highlights of the summer season. For the 125th Anniversary Celebration of the Erie Yacht Club, it will be even more spectacular. Not only will there be heavy hors d'oeuvres, cash bar and great music by The Breeze Band, a lighted boat parade including sailing and motor vessels; but also, a grand fireworks display!

As far as the boat parade goes, Club members are encouraged to gather their favorite crew and come up with your unique decorating theme. Participation in the parade is always great fun. The Ladies of the Bridge have a wonderful time judging the boats, observing them in port as well as during the parade. Theme music is often a big part of the decorations. Best Sailboat, Best Power Boat, and Best in Parade awards are announced at the conclusion of the parade segment of the event. Themes in previous years have included Under the Sea, Racecar theme, Happy Days theme, Beach themes and true Venetian themes. Crew costumes are half the fun!

If you are not in the parade yourself, you will be able to observe the splendor from the EYC Lighthouse while the party continues. Considering that social distancing will presumably still be required, if you plan to just show up for just the boat parade or fireworks, you are encouraged to bring your own lawn chairs. The lawn area facing east from the Lighthouse toward Ferncliff will be available to those guests who choose not to participate in the entire event.

For the 125th Anniversary, the party decorations and food will take on an authentic Italian theme, staying true to the Venetian soiree. Unfortunately, due to social distancing guidelines, the event attendance will have to be limited to less than previous years, so get your reservations in early. Our Event Coordinator, Elizabeth Dougan is busy working with Chef Michelle on the logistics to provide a scrumptious buffet of goodies, safely served to those in attendance.

Finally, a capstone for this fun evening will be a professional 12.5-minute fireworks show shot from a floating barge anchored in the Bay. The magnificence will commence at 9:30 pm and will last for 12.5 minutes to commemorate the EYC 125th Anniversary Celebration.

For further information, contact Dianne Cunningham, Venetian Night Co-Chair, at dcunningham@homeinstead.com or 814-873-4756. To register for the evening (party and boat parade), contact Elizabeth Dougan, catering@eriyachtclub.org or 453-4931, Ext. 202 or online.

Reminder: You must register for the boat parade. There will be a Captain/Skipper meeting prior to the initiation of the parade.

Sincere thanks to the EYC Cruising Fleet Venetian Night Committee, Dianne and Bob Cunningham, Chair Couple; Marilyn and Don Russell; Kathy and David Wagner; Peggy & Kerry Schwab; and Barbara & Michael Wathan.



Cruisers Anticipate Seasonal Fun Despite Late Start

Venetian Night may be the biggest event of the summer but the Cruising Fleet is also hoping for the freedom to be able to do some raft offs, dinner cruises and maybe even a trip or two.

The season started a little late with the first Cruise Day Tuesday social distancing Happy Hour event at the EYC Lighthouse Pavillion on June 23. Several of our Club Bridge Officers grilled hamburgers and hotdogs, compliments of the Fleet, and the Cruisers were happy to be able to get together face-to-face even if it was a few more feet apart than in the past!

Lots of discussions are afoot about packing in more fun for the rest of the summer. The third Tuesday of every month is designated as "Cruise-Day Tuesday" so look for more information to come for our next event on the water July 21 and hopefully some events before that too! Watch Facebook and the Club's website under "Fleets" for more information.

We'd love for you to join us!



Good Friends & Outboard Motors

PAUL HUNTLEY A Complex BUT SPECIAL MAN

by PAUL JENKINS

On May 7th, 2020 Paul Huntley passed away at his home near Edinboro, of a massive heart attack. He will be missed by his family and friends, and I am pleased to have been his friend of over 25 years, even though the road was a little bumpy at times.

Paul was a man with many interests that I also shared. He loved his family, boating and spent countless hours sailing with his wife Judy, sons Patrick and Chris and daughter Heidi. He taught his sons to sail at an early age and was especially proud to see Patrick become a very accomplished sailing competitor at the Erie Yacht Club as well as many other sailing events on the lower Great Lakes.

His son Chris and Paul both enjoyed motorcycle riding and took several bike tours over the years. I remember well, how Paul and I first met on a cold winter day while sailing our iceboats on Presque Isle Bay. We also discovered that day that we both liked antique outboards.

About a week after that meeting, I got an unusual call from Hamot Hospital from Huntley. He said he wouldn't be iceboating for a while because of a heart problem, but did have some good news for me.

"I found you the old outboard that you have been looking for," he said with a hearty chuckle. "Wait a minute" I said, "shouldn't you be concentrating on getting well?" "I'm going to be fine, but it might take me awhile. Besides it's great to make an old outboard guy like me happy, with a motor that I saved from a dumpster. Do you want it or not?"

I was at Huntley's house the day after he left the hospital, to pick up a rare Mark 20 Mercury. That was Paul Huntley, he had a passion for sailboats, old outboards, and animals. Once while visiting Huntley and wife Judy at lunch time in their quaint old country home, Huntley lined up five or six pet food bowls in their spacious kitchen. He then opened the basement door and a stampede of four cats and two large dogs ran to gulp down their noon feast.

As the years went by Huntley and I spent many weekends driving to marinas and small lakes looking for old boats, outboards and even sailboats.



On one of those weekends Paul called to say he had found me the best deal ever for a 22 foot sailboat he had ever seen. It was sitting in a farm yard not far from his home and the high weeds had all but covered the beautiful little Catalina sloop. All the owner wanted to do was get it off his property, and would take almost any offer. At the time I was thinking of restoring a 16 footer, but no larger.

A few days later I made the owner a ridiculously low offer that he accepted. My biggest worry was what my wife would say when she saw a 22 footer instead of a 16. When I mentioned the problem to Huntley he said, no problem, I could store the boat at his place until I broke the news gently to my wife. When I later towed my new vessel into The Huntley drive way, just seeing the look on Judy's face, I knew that her dear hubby hadn't mentioned storing the boat in their yard, even for a short time.

As the years went by Huntley and I spent many weekends chasing down old motors and swapping our old kickers back and forth. I still own two of those great outboards and this time... I'll never give them up. In the corner of my garage proudly sits a 1957, 3 HP, Johnson. Next to it on the rack is a British Seagull, 4 HP, which was the type of motor that Huntley loved most. Some of the reasons he liked these old machines might give us a glimpse of who he was. The classic old motors are certainly not pretty but they are very dependable, and built like a tank. The Seagulls use a pull cord which must be wrapped around the open flywheel for starting. They will run for hours on a few pints of gas and push a 22 foot boat at 3 or 4 milers per hour. As Huntley often said, "you can't use these things for water skiing, but they will get you home every time, and are tough and dependable."

One of our favorite places to visit for outboard repairs, parts and great motor talk was Jim Poole's outboard shop near Chardon, Ohio. Jim was up in years and had been collecting old outboards for most of his life. Behind his shop was a large pole barn jammed with boats, antique cars and walls that were lined from top to bottom with hundreds of outboards motors of every variety and time period. Jim was a kind old gentleman and if you saw a kicker that you had to have he would give you a real deal. There was lots bargaining, fun talk, and constant laughter. Poole would often say to Huntley, "I know you probably brought a motor I might like so lets get down to brass tacks."

Occasionally Huntley and I took our small outboards to Edinboro lake for test runs with our latest outboards. One of my most memorable was an outing when I rigged up my 12 foot wooden speed boat with my freshly restored Mercury Mark 20.

After launching both vessels and cranking up Huntley's 1938 Waterwitch, made by Johnson, we pulled away from the dock. Huntley had a guest in his 16 foot skiff but had at least twice the horsepower of my speedy Mercury 15 horse outfit. We both revved up slowly beside each other but then poured on the coals. Huntley's big tin boat jumped on plane quickly but my little craft stayed right with him. Then I yelled over, "I'll see you later," and twisted my hand throttle wide open and my mini speedster shot across the water like a rocket. Well not exactly a rocket, more like 25 or 30 miles per hour.

When kidding about our friendly race later I said, "that I left him like he was tied to the dock." Huntley said with a big laugh, "don't tell people that unless you say that I was actually tied to the dock. Huntley with all that he enjoyed doing also had a passion for helping people and was proud of a charity event at the Erie Yacht called, "Frolic on the Bay" that he founded. It gave Club members a chance to take disabled persons for a summer cruise on Presque Isle Bay and lunch afterwards. It was a real win for everyone who took part.

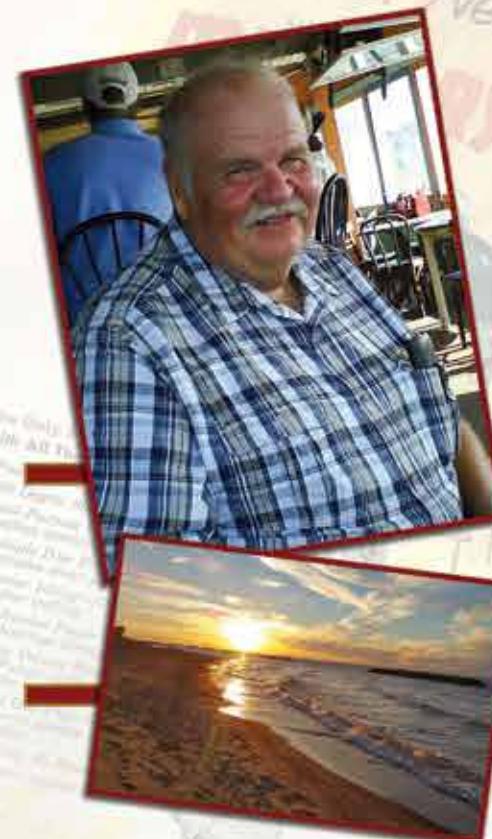
Over the years I was never a big fan of night sailing, but I will never forget a sailing trip when Huntley invited me to crew to bring home son Patrick's racing sloop from the Buffalo Yacht Club after a regatta. As I recall, we had to motor during the first part of the trip because of a west wind on our nose, but later that night we were gifted with a steady offshore breeze and a heavenly sky, lighted by a full moon that provided amazing visibility. Even though I was extremely tired, I stayed on deck all night taking in the peaceful beauty and conversation that was mostly ship stories that Huntley and I shared. We both agreed that sailing trips like that only take place a few times in life time and are most enjoyed with a good friend.

It's only been a short time since my old buddy passed away but the memories of that special person have been on my mind quite often lately and I realize each day how that relationship was a wonderful gift.

Paul often said that he wasn't a great believer of organized religion, even though he was an altar-boy when he was a kid, but had made his peace with the Lord above and had a strong love for his creator and held no bad feelings for those who didn't treat him right and prayed that they would forgive him as well.

I think that no one wants to die, but in my last talk with Paul, he said that because of his poor health he didn't expect to live much longer but was grateful for the good life that God had given him and prayed to be with his friends and family in heaven forever.

I'll miss you old buddy and think of you whenever I see an old outboard, or watch a sailboat breeze into a golden Erie sunset.



The local 2020 proposed roaring twenties racing season began with little fanfare and much quiet and calm. Normal April boat preparations with the familiar sounds of electric sanders and the smells of bottom paint and wax were largely diminished. The virus and governmental shutdowns halted our traditional spring routines.

Many important annual events scheduled in 2020 have been cancelled or postponed as of this writing. The Cleveland Race Week, Chicago Mac Race, Mills Trophy Race, Lake Erie Interclub Cruise, and many others are included in this list of affected races. As of this writing, the American-Canadian border is to remain closed for recreational vessels through the end of July.

Our local fleet scheduled events have been placed on hold for the safety and well-being of our racers, crew and their families.

State and County Administrative restrictions continue to control our ability to race unrestricted as we normally have and it appears these limitations will continue for quite some time.

Although our plans will remain liquid, currently the thoughts are to operate under our Family Jib and Main race format using the EYC lighthouse start/finish line with reduced crew numbers and race committee members. These will be causal non-sanctioned events not part of the official 2020 race schedule or awards. Our normal postrace gatherings will be limited by the ability of the clubhouse to accommodate guests outside and inside the clubhouse within the subjected governmental limitations. We will begin Family Jam racing on June 24th intending to complete the balance of the schedule with as much racing and as many social events as we can accommodate with the directives put upon us.

The safety and well-being of our membership is the first concern. The fleet membership will be kept informed of policy updates using our fleet web page and normal periodic e-mail notifications.

Summer is officially here, our lake and bay are open so we can at least go sailing. For now.



EYC RACE UPDATE:

BY P/C DAVE HEITZENRATER



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WHAT'S THE Good Word?

by DAN DUNDON

Twenty years ago, I came across a listing titled "how to deal with the burdens of life" (or something like that?). Anyways, as we find ourselves in the middle of another quite different season of sailing on Presque Isle Bay and Lake Erie, maybe some of these will give us something to ponder during pleasant summer days?

Accept that some days you're the pigeon, and some days you're the statue.

Drive carefully. It's not only cars that can be recalled by their maker.

If you can't be kind, at least have the decency to be vague.

If you lend someone \$20 and never see that person again, it was probably worth it.

It may be that your sole purpose in life is simply to serve as a warning to others.

Always read stuff that will make you look good if you die in the middle of it.

Never buy a car you can't push.

Never put both feet in your mouth at the same time, because then you won't have a leg to stand on.

Nobody cares if you can't dance well. Just get up and dance.

The second mouse gets the cheese.

When everything's coming your way, maybe you're in the wrong lane.

Birthdays are good for you... The more you have, the longer you live.

You may be only one person in the world, but you may also be the world to one person.

Some mistakes are too much fun to only make once.

We could learn a lot from crayons... Some are sharp, some are pretty and some are dull. Some have weird names, and all are different colors, but they all have to live in the same box.

A truly happy person is one who can enjoy the scenery on a detour.

Always keep your words soft and sweet, just in case you have to eat them.

I hope among these quotations you heard a few new ones? I am sure you have some favorite quotes or such words-of-wisdom? Why not send them to me: (dandundon@gmail.com) for us to maybe include in future EYC log articles?

A while back, we considered these good words from a co-worker of mine:

Live each day as if it were your last, and, God, please don't let me die at work!

- Randy Cox

Having been retired for ten years I would like to offer:

Live each day as if it were your last, and, God, please don't let me die standing in line or on-hold waiting for the next available knucklehead.





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125th Anniversary RAFT UP!

Greetings Erie Yacht Club

This is an advance notice to mark your calendars for a

Fun Day on the Bay...

In observance of our Club's 125th Anniversary,
we are planning a Raft Up of all vessels, big, small, power or sail.

August 2nd, 2020 at Noon

It's been 25 years since our last attempt, so let's do it up right!
Complete details to follow, so keep an eye on your Club e-mails.

Please be advised that this event is scheduled to proceed at the time of the printing
of this magazine, however please be sure to double check with the Club as the date approaches
as precautionary rules and regulations in regards to the Corvid-19 virus are continually changing.

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If These Docks Could Talk

Junior Sailing has come a long way...

by P/C Gib Loesel



In the last If These Docks Could Talk story I mentioned that when we were canoe house brats we hung around and often would dream up "a race" and off we would go to practice... well this got me to thinking (again) about competitive racing for "juniors" (under age 18) in the past as opposed to the wonderful junior sailing programs in place today.

In order to document my thinking, I have searched ILYA website but can't find any history from the early 50's but my memory goes like this... (slightly jogged by P/C Ed Schuler's Uncle Ted Schuler) The only major junior regatta (aside from EYC's Jr. Trophy) was ILYA Interlake Yachting Association sponsored "Wakefield Cup". Each club was able to send one team of 3 and an alternate between the ages of 12 and 18, the series started with an elimination regatta of 5 clubs in EYC's region they were Cleveland YC; Mentor YC; Vermilion YC and Buckeye Lake. If you won the elimination regatta the team moved on to the actual Wakefield Cup regatta.

This regatta included all of the various teams from IYLA member clubs so the regatta was then about 6 teams. It was winner take all and you moved on to the Series Cup which at the time was the Junior National Championship of the NAYRU (North American Yacht Racing Union) now known as US Sailing.

This event is what we practiced for! At the time it was sailed in Lightnings so the ability to set a spinnaker fast was really important and none of today's methods had even been thought of.

There was a committee who picked the team after the try out races and drills and from that point on they practiced together. As close as Ted and I can piece the early 50's together it goes like this: 1950 and unknown crew of older boys (names not mentioned to protect the innocent) misbehaved at the regatta and EYC was asked to take a year off. Skipping ahead to 1952 an all-girl crew was chosen, Made up of Jane and Ann Colclessor and Jan McDougal, while they did not win the sailing portion they did return with the Shipshape Trophy.

In 1953 the crew was Skippered by Ted Schuller, Gib Loesel and Rich Altman, we did not win the sailing or shipshape. In 1954 Ted stayed on the helm as the Skipper, with Gib Loesel, Ann Colclessor and Marth McDougal as crew. The elimination regatta was hosted by the Cleveland Yacht Club where we did win the regatta! From there it was off to the Wakefield Finals sailed in Devil's Lake Michigan where we finished second to the Sandusky Crew who had won the coveted Series Cup in 1953 (it was sort of like kissing the bride's maid as we won the Shipshape Award).

It was about 1955 when the club hosting stopped, and the entire series was sailed in what has now become Junior Race Week in Put-In-Bay Ohio. Thus, ending one era of EYC sailing and the start of a new.

I am here to tell you competitive Junior Sailing has come a long long way!! As all old sailors say "back in my day" things were a lot different, there was no school, we learned to sail with our big brothers or sisters or Dads and yes even a Mom or two.

For the 1954 regatta we dyed our white pants red and had "cool" white shirts looking pretty spiffy until getting soaked the first time and everything turned "pink".

What has now become an annual fun event, the EYC has a party to raise money for Junior sailing and racing, and when it's over and done they even provide "uniforms" (neat sailing clothes - not dyed "red" pants)

In today's world the Rickloff Building graces the Club's waterfront housing multiple different programs ranging from wee children in Opti's to EYC's venture into boat rentals, for our members to sail the larger J 22's. Everything is organized (as it should be) our kids start small and move through various classes and become skillful small boat racing sailors. Now there is a "circuit" between various clubs where our young Dennis Connors travel off once a month for a one day regatta, taking the EYC boats and "have at it" for one great day of racing. When the circuit arrives at EYC it is much like the circus coming to town: boats rolling in, young sailors, parents, with coaches and committee members everywhere... A wonderful fun day!!

If These Dock Could Talk, they would say: "The wind blows East, the wind blows West, it's not the gale but the set of the sail that determines the way we go"





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Tell Your Tale...

You don't have to be a professional writer to contribute to the Erie Yacht Club's LOG magazine. You don't even have to be a sailor, just someone with a tale to tell.

A tidbit from the history of the Club, an unusual vacation destination, or an epic boat race are all good story topics for your LOG magazine. Interesting stories come in all shapes and sizes.

There are also no word count requirements, all article lengths are needed. Heck, you don't even need to use proper grammar! The Log staff reviews and will correct any grammatical mishaps. Writers also have the opportunity to review the finished article before it goes to press if they choose. You don't have to be a great author like Mark Twain or Hemingway to submit a LOG article, but you may feel like one after seeing your story in print.

So c'mon all the cool kids are doin' it!



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Frolic on the Bay Looking Ahead

Every year about this time we start gearing up for the annual Frolic on the Bay. The Frolic on the Bay is a one day event that the EYC members provide special-needs children and their families with boat rides, lunch, and a special EYC Frolic on the Bay hat. These special-needs children have difficult lives or have life-threatening conditions that otherwise would not allow them to have access to a day on the water like we enjoy all summer long.

Unfortunately, this year we have to postpone the event to next year due to the COVID-19 pandemic. It was not an easy decision as we are starting to come out of the lock-down, happy hours are starting again, and we are sitting on the deck and the lawn once again enjoying our EYC food.

We have to think about the children and their families so we decided it isn't worth the risk of exposure for anyone.

Be sure to look for a great article on the Frolic on the Bay written by Dan Dundon, former Frolic chairman, for the 125 history of the EYC book. This would be our 30th year of the Frolic.

Those that have participated the last couple of years have noticed a reduction in the number of children and families. We are working to solve that. We are starting a committee to oversee the event and spread the work out. We will be looking for ideas and volunteers to help us get this important day back on track.

Maybe you are familiar with an organization that would like to participate. Our participation rules are simple. Participation is limited to children over 50 pounds and must be 18 years old or younger. They may bring their siblings that are also over 50 pounds and bring a parent or care-giver.

If you would like to participate on the committee or have ideas to help grow this great day, please email or call me.

Take care of yourselves and we will see you around the Club!

Thomas Schuyler IV
Frolic Chairman
(814) 323-4157
tltd@roadrunner.com



July Calendar of Club Events

- 2nd Thursday Sunset Happy Hour
Limited Seating Please Bring a Lawn Chair!
"Cape Cod" Drink Specials
Music by "Street Level"
- 4th 126th Opening Day Ceremony • 10am
- 5th EYC's Family Fun Day • 3pm!
Boat & Train Rides • Wall Climbing
Petting Zoo • Bounce House & More
All Activities are Free
Family Picnic Buffet • 5pm in the Clubhouse including:
Fried Chicken & Ribs
Summer Salads & Desserts
with all the Fixin's
Adults \$17.95 • Kids 6-12 \$9.95
Kids 5 and under - Free
- 9th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"John Daly" Drink Specials
Music by "Encore"
- 23rd Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"Southern Bell" Drink Specials
Music by "The Syndicate"
- 30th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"Sangria" Drink Specials
Music by "The Intent"

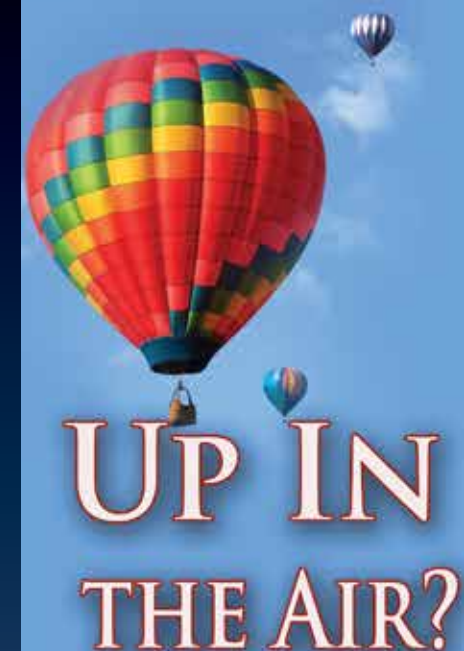
**Remember to respect
your fellow members
space!**

It's safer and simply considerate.



August Calendar of Club Events

- 1st Venetian Night at the Lighthouse
With an EYC's 125th Anniversary
Fireworks Display!
Decorative Boat Festival • 6 - 11pm
Schedule:
• Cocktails - 6:00 pm
• Buffet - 6:45 pm
• "The Breeze Band begins - 7 pm
• Boat Parade - 8:30pm
• Fireworks 9:30
• Band Stops - 11:00 pm
Cost to attend the party is \$26.00
Inclusive. There is no fee to
participate in the Venetian Night
The party is a 21 years of age and
over event
Reservations required for the
Party & Boat Parade at 453 -4931
Ext. 202 or Online
- 2nd Fun Day on the Bay
125 Year Celebration Raft-up!
This is a tentative event so please
watch your Club e-mails for
confirmation and details
- 6th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"Orange Whip" Specials
Music by "Vegas"
- 13th Thursday Sunset Happy Hour
Limited Seating Please Bring a
Lawn Chair!
"Mules" Drink Specials
Music by "Steppin' Pappy"
- 20th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"Peach Lemonade" Drink Specials
Music by "Acoustic Ear Candy"
- 13th Thursday Sunset Happy Hour
Limited Seating
Please Bring a Lawn Chair!
"EYC Relaxer" Drink Specials
Music by "Key West Express"



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